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INFORMATION REPORT INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Administration for the Aviation Industry: Reduction of Funds Allocated for 1957 and Delays at Dresden-Klotzsche; Sketch of the Turbojet 152.	DATE DISTR.	4 February 1957
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The 1957 allocations for VEB Maschinenbau und Apparatebau, Dresden-Klotzsche, which is Plant 1 of the Administration for the Aviation Industry, have been reduced from 15,000,000 DME to 8,000,000 DME. Since the Plant has ordered from the Soviet Union one aircraft of Type IL 28 and one of Type TU 4, at a price of 3,000,000 DME each, only 2,000,000 DME remain for expansion and installation expenditures. This will drastically reduce during 1957 the planned equipping of the plant. Furthermore, 800 positions will have to be stricken from the T/O. These positions were to have been filled by craftsmen, designing and administrative personnel.

2. During 1957, the flight testing section of Plant 1 will spend about 1,900,000 DME, part of which will be used as follows:

Special IL 14 instruction in Soviet Union, for two pilots 295,000 DME

Special TU 4 instruction in Soviet Union, for two pilots 150,000 DME

Wages for technical personnel (nine men, including two to be hired) 250,000 DME

Rent, fuel, wages of ground personnel about 1,000,000 DME

3. Building 12, which was to be used by Plant 1 for fuselage construction, will not be completed during the early part of 1957 as planned. Since the center beam of the building has sagged 20 centimeters, further construction is to be discontinued for three months to await final settling.

4. Building 22, which was to be used for wing construction, will not be finished during the second quarter of 1957. The SED Central Committee has ordered that work on this building be discontinued for four months to await building 12.

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5. Since the production schedule for aircraft Type 152 is still to be followed, the construction of jigs (Vorrichtungsbau) has been temporarily transferred from Plant 1 to Plant 3. Nevertheless the first test flights of Type 152, which had been planned for early 1958, are [redacted] expected to be delayed at least six months. A flutter model (Flatternmodell) of the 152 [redacted] was sent to the USSR for wind tunnel tests, since the wind tunnel (Object 30) at Dresden-Klotzsche was not ready for use.

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6. The sales price of the first IL-14 constructed at the Dresden-Klotzsche plant is 2,235,000 DME, ready for flight but without inside fittings of the cabin. These final fittings amount to 30,000-50,000 DME.

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